



Four Ohio Army Reservists recently entered a twilight zone more eerie than any created by science fiction writer-producer Rod Serling.

The citizen-soldiers' apparent brush with a UFO while flying an Army Reserve Medivac helicopter so impressed a national newspaper that the men were recently awarded a \$5,000 prize for the "best evidence of a UFO." The crewmen, members of the 316th Medical Detachment, Hopkins Airport, Cleveland, were Major Larry Coyne, 1st Lieutenant Arrigo Jezzi and Sergeants John Healey and Robert Yanasek.

The evening of the incident, October 18, 1973, started out routinely enough. After completing an annual flight physical in Columbus, Ohio, the men took off from the USAR Flight Facility Port Columbus, heading 010 degrees on VFR to the Mansfield Non-Directional Beacon, utilizing

ADF (Automatic Directional Finder). It was a clear night with 15-mile visibility.

At 23:05, five minutes outbound from the Mansfield NDB, on course 030 degrees to Cleveland NDB, all four crewmen suddenly noticed a light on the eastern horizon. They were flying at 2,500 feet. They described the shimmer in the East as like a red obstruction light on top of a

radio tower. Crew Chief Yanasek was the first to notice that the light was traveling parallel to the helicopter.

Maj. Coyne takes up the story:

"The light then began covering perpendicular to us, on mid-air collision course, broadside. Three of us saw this at the same time, while my co-pilot was busy on the radio.

"I put the craft into a power controlled descent, the collective was full down, and we were dropping at the rate of 1,000 feet per minute. The object kept coming at us, like it was a locked missile."

Quickly Coyne pushed the cyclic forward and brought the Huey into a nose-low attitude. "Our descent rate increased to 2,000 feet per minute," he explained. "We were at 1,700 feet and I told the crew to brace for impact."

EX-ARMY PILOTS NOTE:

If you are a recent prior service pilot, either helicopter or fixed wing, and interested in getting back in the cockpit, contact the nearest Army Reserve Flight Facility, or your home town Army Reserve Center. If qualified you'll fly at least 80 hours a year.

But nothing happened. The UFO stopped on a dime.

Strange things then began to happen. "The craft aimed a green light into our cabin and absorbed the red, navigational light," Coyne vividly recalled, "turning the chopper's interior green." All radio communication was cut off.

"I glanced at the altimeter" he continued. "We were at 3,500 feet and the vertical speed indicator read that we were climbing at 1,000 feet per minute, but the controls were in the original position. We topped off at 3,800 feet as the UFO darted off just as abruptly as it appeared."

All on board agreed on the UFO's description: a symmetrically shaped air foil, 50 to 60 feet long, with no landing gear or wings, its leading edge was a bright solid red light about 10 feet of the craft's length, the metallic grey body was topped with a dome 15 to 20 feet high and it had a green light protruding from its trailing edge at a 45 degree angle. It was this light that swung 90 degrees and focused into the UH-1's cabin, they said.

Shaken, but glad to be alive, the crew landed at Hopkins Airport a few minutes later. After touchdown, Coyne filed a report with airport officials whose only question was, "What kind of liquor were you drinking?"

All the men are considered highly reliable, and Coyne, a former Army Green Beret, has logged more than 3,000 hours in Army aircraft. Now he's an Army Reserve aviation unit commander.

Lt. Jezzi is a chemical engineer, Sgt. Healey is a detective in the Cleveland Police Department's intelligence unit and Yanasek is a computer repairman. None of the men were UFO buffs. What was it they saw? They don't know. They won't speculate. Their story is unique enough to be incorporated into a movie made by Rod Serling, "UFO's: Yesterday, Today and Tomorrow." It's scheduled for theater release in late fall.

—Dave Veasey

'UFOs— Do You Believe?'

By Arthur Unger

For almost 30 years, the "Flying Saucer" has been a predictably recurring phenomenon on the American scene. Belief or disbelief in the accuracy of the sightings, as well as in the extraterrestrial or earthly origins of the unidentified flying objects, have been the subject of constant controversy between the "responsible" and the "irresponsible," with the "crackpots" at times seeming to be in control. There has been much crossing of lines, however — with some respected scientists joining the ranks of the believers. The U.S. Air Force, which for a long time investigated every reported UFO, has aban-

Television

doned the research. Now, supposedly, it rests totally in the hands of private organizations which are still determined to solve, once and for all, the mysteries of the flying saucers.

"UFOs: Do You Believe?" (Sunday, NBC, 10-11 p.m., check local listings) does nothing at all to resolve any of those mysteries. It is simply a rehash of the more recent sightings, perhaps substituting a few new believers and disbelievers for the already familiar crew of UFO enthusiasts.

Despite this lack of startling new material, the show makes fascinating viewing — especially for non-UFO buffs who need to be reminded now and then that the universe is not quite as explicable as some people would have you believe.

Reporter Jim Hartz traces the history of UFOs to the accompaniment of a film montage of descriptions by various recent saucer-sighters — mostly in the eastern half of the U.S.A. Interspersed are the words of some experts — ranging from Dr. J. Alan Hynek, chairman of the Department of Astronomy of Northwestern University and director of the center for UFO studies (who is not entirely skeptical) to Dr. Carl Sagan, director of the Center for Planetary Studies of Cornell University (who feels that the extraterrestrial theory is "the hypothesis of last resort" — and we have not reached that point in our research yet). Many scientists still insist that if anybody looks long enough and hard enough at the skies, he will see something unusual. Astronaut James McDivitt, who spotted a UFO on Gemini IV, still insists that he and Ed White saw an object "about the same relative shape as a beer can with a pencil sticking out on one corner of it. . .

Difficult to believe

Perhaps the most difficult to believe of all the recent sightings is the case of Charles Hickson and Calvin Parker of Pascagoula, Miss., who claim to have been approached by two spacemen on the night of Oct. 11, 1973. According to them, they were doing some night fishing on a little pier when a craft making a "zipping sound" with "blue hazy lights around it" landed. Two wrinkled creatures with webbed hands, pointed ears and a slit for eyes, aided by a huge oblong floating eye, took them into the craft, examined them and then released them. The NBC special has clips of their recent appearances on the "Mike Douglas Show," and "Dick Cavett Show" and "What's My Line?"

Both men seem to be respected citizens with no record of irrational behavior. The experience has changed their lives — in fact, Mr. Hickson is now writing a book about the experience. For both men, it seems to have been a disturbing, attention-getting — and profitable — experience.

TARGET OF NON-OPPORTUNITY

Although the Ford-Brezhnev nuclear-arms pact initialed at Vladivostok allows the U.S. to increase its arsenal by almost 200 missiles, the chances are that the Pentagon will ride with what it has. Top military brass are convinced that seeking funds for more such weapons from the new, liberal-oriented Congress—at a time when domestic problems rate first priority—would result in their being laughed off Capitol Hill.

DISENGAGEMENT -- CONTINUED

it. I started writing full-time as a means of expressing things America should know. Becoming established in the literary field seemed like an interminable process but the number of articles I've had published indicates some success.

Janet works part-time in vision therapy to help children with learning difficulties. It's an area that she's excited about, but the transition after 25 years of homemaking was not easy to make. And to accomplish our new lifestyle, the kids have accepted financial and domestic responsibilities in a spirit of community that they would not have known in our old way of living. And the values they now learn come more from our example than from disembodied words.

One thing we had not foreseen was the drastic reduction in our economic status but that was probably fortunate. Our present expenses are less than half my previous salary. On the other hand, our ability to enjoy life has surged. Simple things now bring us much pleasure because we savor their worth and beauty. It was difficult getting the idea out of our heads that we needed a lot of money to be happy but now that we have, we don't miss the rat-race one bit.

I don't see much of my former co-workers anymore because our circles of interest are no longer the same. But our parting was not strained. My old colleagues understood my action fairly well. Some congratulated me and others wished they had the courage to take a similar step. Almost all of them showed the desire for a more fulfilling occupation but threat of financial insecurity held them back.

Exploitation of engineers in the corporate-military game continues. The Pentagon's insatiable thirst for more weapons is feeding a moral crisis. Workers are not really fooled by disarmament rhetoric when they are developing binary nerve gas, smart bombs for the B-1 or tactical "nukes." But they convince themselves that their contributions aren't really important and continue to perform macabre tasks behind the cloak of secrecy. Serious danger lurks in the shadows when we relegate policy decisions and budget priorities to the military community.

HARPER'S WEEKLY 13 DECEMBER 1974 (12)

According to Stefan Leader, a staff associate at the Center for Defense Information in Washington, the U.S. now has 36 nuclear bombs for each Russian city with a population of 100,000 or more. The U.S.S.R. has 11 nuclear bombs for each American city of equivalent population.

Perhaps Dr. Sagan most represents the voice of reason on the show: "Where we have an emotional vested interest, we are required to be scrupulously honest and demand the most rigorous test. While I don't think it's possible to exclude occasional visits to the earth of beings from elsewhere, you would have to require a much higher quality of data to convince you than any that has been brought forth up to now by the UFO people."

Concludes Jim Hartz: "The people are the evidence, what people say they have seen. When all is said and done, that is all we have to go on. . . .

We have a very real and persistent phenomenon, sustained by an idea as old as humanity — the belief that we are not alone. What it comes down to, after all, is a question of belief, and we must decide that for ourselves."

Thus "UFOs: Do You Believe?" cops out. It offers no solutions, no real help for you to come to any valid conclusions. Perhaps "We are not alone" in the universe — but this show certainly abandons you to the loneliness of indecision here on earth.

U.F.O. Phenomena Merits Defense Study

By Ray Morgan

Kansas Correspondent

Topeka—A Defense Department official has proposed that the Defense Advanced Research Projects Agency initiate a contract study of data related to unidentified flying objects. The proposal is in a publication being distributed today by the Eisenhower Military History Department at Kansas State University at Manhattan.

Maj. David R. Carlson, currently serving on the Pentagon staff as a member of the directorate of plans of the air staff, writing in the current issue of Aerospace Historian, published at Kansas State, said that the "department of defense should not completely turn its back on the U.F.O. question."

Major Carlson, who holds advanced degrees in electrical engineering and public administration, has researched the story on UFOs while a student at the Air Command and Staff College at Maxwell Air Force Base in Alabama. That is where the Air Force stores all its material gathered over the last 20 years from investigations into UFO sightings.

Major Carlson in the in-depth story declared it has been clearly established that:

1. There is some phenomena that is worthy of systematic, rigorous study.
2. Available data point to an aspect or domain of the natural world not yet explored by science.
3. The available data requires major organization, systematization and the adoption of a uniform terminology for their description and evaluation.
4. Blue Book and the Condon Report are examples of fruitless efforts because they rejected one or all of the above.

The latter statement is a reference to the report completed in 1969 by Dr. Edward U. Condon, a physics professor and formerly director of the national Bureau of Standards at the University of Colorado.

Major Carlson reported that the Air Force was only too happy to accept the Condon Report findings but said that there was as much in the final 1,465-page report to justify further study since "the Condon group has been unable to furnish adequate explanations for more than a quarter of the cases examined."

"The question regarding the final resting place for the more than 20 years of Air Force UFO records was resolved in favor of the Air

Force Archives at Maxwell Air Force Base," Carlson wrote.

He said this was done because according to Maj. David J. Shea, then the Strategic Air Forces Office of Information representative on the project, "the key was to find a place that was accessible and yet not too inviting."

"The general confusion surrounding the subject and the lack of attention by scientists have effectively prevented proper data collection," Major Carlson wrote.

"The 12,740 Air Force cases are arranged only chronologically with no attempt at cross-indexing and the same is true of the files of many private investigators and organizations. Thus, the first step means starting almost from scratch with data gathering and processing. This may seem to be a most pedestrian approach to an exciting topic but so far there exists only an airy, unsubstantial structure built on a quicksand foundation of unprocessed, generally incomplete and qualitative data."

Major Carlson said the only other time such a computer analysis of data had been proposed was by Dr. David R. Saunders, who was co-principal investigator of the Condon study, and that he was fired by Condon after the proposal.

Saunders espoused that the 'extraterrestrial intelligence' hypothesis was the most logical one to explore. Condon insisted that to go along with popular opinion and seriously consider space visitors was an unscientific approach and dismissed Saunders, publicly labeling him as a "nut."

Major Carlson said the Condon Report was downgraded after the revelation of memorandum written by Dr. Robert J. Low, assistant dean of the Colorado University graduate school, on Aug. 9, 1966, in which Dr. Low said:

"The trick would be, I think, to describe the project so that, to the public, it would appear a totally objective study but, to the scientific community, would present the image of a group of non-believers trying their best to be objective but having an almost zero expectation of finding a saucer."

Major Carlson writes that the Condon Report came about as a result of a congressional investigation after a rash of sightings in the spring of 1966 in the Michigan congressional district of then Rep. Gerald Ford, (R-Mich.).

He pointed out this was on the heels of a secret 12-year study by Air Force personnel under the title of Project Blue Book. He said that on Sept. 28, 1965, Maj. Gen. Ben LeBailly, then director of information for the USAF, wrote to the military director of the Air Force Scientific Advisory Board asking for a review of Project Blue Book.

"At General LeBailly's request, a group of five distinguished scientists was formed as the 'ad hoc committee to review Project Blue Book,'" Major Carlson wrote. "This committee met for a one-day session on Feb. 3, 1966 and released its report in March."

"Unlike previous Air Force UFO reports, this one was unclassified and was released to the press—undoubtedly due to General LeBailly's efforts." The Blue Book files show that the committee recommended that contracts be negotiated with a few selected universities to provide scientific teams to investigate promptly and in depth certain selected sightings of UFOs."

Major Carlson said that the Michigan sightings and with the report prompted the late Rep. H. Mendel Rivers (D-S.C.), chairman of the House Armed Services Committee, to hold a hearing at the direction of Ford on April 5, 1966.

He said at the conclusion of the hearing Rivers recommended the independent university study. Carlson said the research project was rejected by Harvard and the Massachusetts Institute of Technology before Dr. Condon was found.

Carlson gives considerable detail about one of the latest UFO sightings, that by two Pascagoula, Miss., shipyard workers last Oct. 11 in which they supposedly were taken aboard some kind of craft.

He said the two men have been questioned in depth by Dr. Allen Hynek, former head of the Ohio State University astronomy department, and writes of his findings:

"He questioned the men while they were under hypnosis which medical authorities assert rendered them incapable of lying, they recounted their experience vividly and, Dr. Hynek reported, it was quite obvious from the emotional trauma these men experienced while describing their ordeal they had experienced something very real."

"Dr. Hynek carefully avoids endorsing any specific hypothesis regarding the origin of UFOs, interplanetary or terrestrial, but insists it

would be foolish to deny there is something going on."

Major Carlson writes that frequent sightings have been reported since Biblical times but gained special credence during World War II when American and German pilots reported seeing something they described as glistening objects that kept pace with them and which they called "foo fighters."

Major Carlson writes that the matter took on official magnitude in 1947 when Lt. Gen. Nathan F. Twining, commander of the air material command, Wright Field, Ohio, recommended that a special committee study the matter, saying "the phenomenon reported is something real and not visionary or fictitious."

"Answering Twining for the Air Force chief of staff, Maj. Gen. L. C. Craigie, director of research and development, directed Twining and AMC to set up a special project with the code name with a security classification of restricted," Carlson says.

"This group went to work to examine the first series of reports. It soon became obvious that the reported actions of the flying saucers did not fit the expected pattern of technologically advanced military devices."

Carlson said the situation remained somewhat dormant until an incident at Ft. Monmouth, N. J., when a student radar operator was showing a radar set to Army officers when an object appeared at a speed faster than a jet.

"The Monmouth incident continued with additional radar sightings the next day," Carlson writes. "Air Force director of intelligence Maj. Gen. C. P. Cabell, puzzled by these strange reports, ordered specialists to the scene, requesting a personal briefing at the Pentagon upon completion of the investigation."

"On the morning of 15 September, 1951, investigators Lt. J. Cummings and Lt. Col. N. R. Rosengarten were in the Pentagon at a meeting presided over by General Cabell. Unable to explain the sightings to the general's satisfaction, Cummings and Rosengarten, according to Blue Book project files, were sent back to ATIC (Air Technical Intelligence Center) with orders to revitalize project Grudge."

Major Carlson said his recommendations for new activity is based on the fact that scientific respectability is won slowly with comprehensive study possible only after the subject is accorded some (See U.F.O., Pg 12-F)

At It Again

By JOHN T. HAYWARD
Contributing Editor

"The Past Is Prologue."

This saying is carved on the block of granite in front of the National Archives and is passed by hundreds each day. Few people pay any attention to it and less apply it in their everyday business.

I commend it to the Secretary of Defense, who is quite a scholar in his own right. It is so particularly applicable to his business today in the acquisition of very expensive weapons systems, and particularly to the acquisition of a Strategic Cruise Missile for the U.S.

This particular system arose after the SALT agreement. The fact that the Russians had a preponderance in ballistic missile numbers, particularly in the sea launched area, prompted both Senator Jackson and the then Secretary of Defense, Melvin Laird to put forth this requirement as an alternative, and to give the U.S. some "bargaining chips" in future talks.

There are other reasons for the development of such a system. The Russians spend three and a half billion dollars a year on the air defense of their nation. The United States really generated most of this effort based on our B-52's and Strategic Air Power. It is obvious we should keep them in this business and not let them spend that effort in some other military area.

The end of the B-52 is on the horizon. The replacement B-1 is questionable, not only to us but the Russians. It is such an expensive vehicle we will never be able to afford a large scale effort in this system. It will surprise no one if the B-1 costs one hundred million dollars a copy! It was a rational decision for Secretary Laird to make and to have them proceed with the development of such a system.

The situation at present has both the U.S. Navy and the Air Force developing systems. The Navy is building a system with the submarine as the prime vehicle and controlling design factor. They also have as secondary objectives the surface and air launch of such a vehicle. The Harpoon experience is a good example of proper technical planning about a vehicle.

The Air Force system has naturally the airplane as the primary launch vehicle, yet does not call out the B-1 as a carrier. It has no consideration for either surface or submarine launch. This approach will have little application to anyone but the Air Force. This duplication of efforts might have gone along in the early days of missile development but has no place in our system today.

Now with respect to the past and some of the lessons we should have learned but are not obviously apparent to some of our decision makers. It is 1955 and the same interservice struggle is on in the missile area. At this time we learned of the Russian Intermediate Range Ballistic missile and the fact it would be deployed to cover all targets in Western Europe.

President Eisenhower became concerned for the validity of our defenses in Western Europe and put a very high priority on our development of such a system. The country had been inundated with the idea that the solution to all these problems lay with our strategic air power and the fission and fusion weapons.

The Air Force was given the job to develop such a system but the Army was already well along in the work on the Jupiter. The struggle was a bitter one and finally the Secretary of Defense made the decision that both would develop their systems (i.e., Air Force Thor and Army Jupiter). However at this juncture the Navy insisted on being heard on the subject. They pointed out that a sea-based ballistic missile was a much more advantageous strategic system. The Navy was backed by the scientific community who believed the nuclear submarine made the ideal vehicle for a sea-based ballistic missile system.

The Air Force, which had the greatest political clout at the time, insisted that the field was theirs in the Strategic area. Secretary Wilson thought he had made the correct decision at the time and was not going to upset it for the Navy so he instructed the Navy to join the Army and build one in competition with the Thor.

Many at the time saw this as a competition between the Army "Arsenal Complex" and the Air Force "Industry" approach.

The Navy began to work with the Army on the requirements of such a system and made an honest effort to see if it could be done. Technically it was apparent with the submarine as the prime vehicle in the Navy's mind that there was little hope for success.

Anyone with any knowledge of submarines knew the cryogenic system of propulsion of the Jupiter was incompatible with the environment of a submarine. The Navy pleaded with the Army to make the submarine the controlling design factor. This obviously called for a solid propellant.

I was present when the late Johnny Von Neuman, Charlie Lauritsen and Clark Millikan pleaded with General Medaris and Von Braun to do this. Their answer was that the U.S. was in such desperate need for this operational capability that the only way to go was their way. They gave no credibility to the Air Force effort. The design constraint they called for was the International Railroad Tunnel in

Switzerland.

The Navy design was not accepted and it was really the beginning of *Polaris* for there was no way to put a *Jupiter* aboard a submarine. This was the last big missile the Army was to build and one can ascribe this situation to this poor decision.

This is the Prologue to today's problem. If it is desirable from a technical point of view to have both the Navy and Air Force develop such a system, the least the Department of Defense can do is to make the submarine the prime launch vehicle and have both efforts designed around the environment and constraints of the submarine.

Technically this is feasible and the most sensible and economic approach for the U.S. The actual operational concept for the operational use has really not been decided on but one can expect many of the old arguments on the subject.

The Air Force still believes it owns the so called "Strategic World" while the Navy believes in the sea and its approach to the National deterrent strategy. There is no doubt that system at sea will add to the flexibility of the U.S. It will not preclude its use by surface ships or aircraft. It can also be adapted for shorter ranges and more pay load for tactical use with conventional warheads. We badly need this capability in both our surface ships and submarines.

The emphasis on economy and good management really call for the Secretary of Defense to bite the bullet and assign the entire project to the U.S.N. for implementation. They should have the responsibility, authority and accountability. Captain Walt Lock has done an outstanding job to date in this area and is well ahead of the Air Force in all fields.

This is the kind of decision the Secretary should be involved in rather than some of those made supposedly by the celebrated Defense Systems Acquisition Council. This still remains a facade and a sop to Congressional criticisms of past failures. When developing hardware it is still the best policy to put the management decisions at the closest level to the actual work.

As one goes through layer after layer on the way to the top one becomes further and further removed from the real world of producing usable reliable hardware at a reasonable cost. The present system, as in all bureaucratic approaches, has too many people who can say no and too few who can say yes.

The present political climate is such that if the Department of Defense doesn't act in this area, Congress will. The past has shown just how correct in these areas Congress has been. The *Polaris* and nuclear submarines are a monument to their efforts.

U.F.O. -- CONTINUED

measure of acceptance.

"Even if UFO reports were to cease as of this moment, the data that now lies scattered about, if properly processed, could establish the substantive nature of the UFO phenomenon beyond reasonable doubt," he writes. "Sophisticated methods of information retrieval, pattern recognition and significance test-

ing could extract meaning from these data."

He said scientists have recommended that a nucleus of interested scientists be established in the U. S. and abroad and that the U. N. form a committee to aid and facilitate communication between scientists in various countries.

"When the mother lode of the mystery is finally reached, the potential mili-

tary bonanza will be enormous," he said. "The solution of the UFO question may not be easy to accept.

"It might call for a rearrangement of many of our established concepts of the physical world. Twentieth century science, may in fact be unable to include the UFO phenomena but a future science someday will surely en-

commission them."

The publication is sponsored by the Air Force Historical Foundation. Its editorial advisory board includes such distinguished military figures as Lt. Gen. Albert P. Clark, Lt. Gen. Ira C. Eaker, Maj. Gen. Robert N. Ginsburg, Maj. Gen. John Patton, Maj. Gen. Ramsay D. Potts, Jr., and several professors.

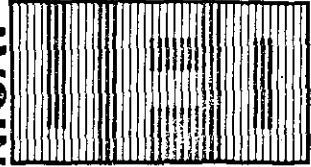
SEPTEMBER 1974

File

UFO INVESTIGATOR

NATIONAL INVESTIGATIONS COMMITTEE ON

NICAP



AERIAL PHENOMENA

NICAP 10535 UNIVERSITY BLVD. WEST, SUITE 23 ■ KENSINGTON, MARYLAND 20795 ■ A NONPROFIT CORPORATION FOUNDED 1956

PILOTS EXPERIENCE MID AIR DRAMA WITH UFO

RADAR UNABLE TO MAINTAIN CONTACT WITH UFO

NICAP has been working in conjunction with the National Enquirer in order to get as many facts regarding this bizarre incident as possible. Through these joint efforts we have been able to uncover facts and obtain statements from very professional witnesses that will force the most confirmed UFO skeptic to ask some questions about the validity of his beliefs.

The entire episode began on Tuesday, October 23, 1973, at 2:26 a.m. with a sighting by pilots, controllers and numerous other witnesses. The Department of Public Safety in San Antonio had been literally inundated with telephone calls from very nervous and anxious citizens who claimed to have seen a bright red ball of light as it moved silently across the night sky. Evidently due to the red tape and publicity, the pilots were silent until now regarding the sighting.

Mr. Jim Stevens, the air traffic controller at the San Antonio International Airport for more than five years, described what happened that night as follows. His first indication of something unusual occurring was when the Department of Safety telephoned to inform him of the number of calls that they had received regarding a UFO in the vicinity of the airport.

Stevens stated that he scanned the sky for some time and was just about to dismiss the report as being "figments of the imagination" when he happened to glance to the West of the airport. "There it was. An eerie, brilliant red ball of light. I was glued to my seat. I just couldn't move. I had never seen anything like it

before." Stevens began to watch it through a pair of binoculars. He described the object's size as "being approximately as large as our first space capsules. Only round like a ball."

"The object would light up for a second and then switch off for maybe 4-5 seconds and then it would quickly go on and off a couple of times and then light up for maybe a whole minute. The object was totally erratic. There was no pattern to the lighting. Suddenly about 30 seconds after first sighting the object, it stopped and hovered about a mile from the airport. There was nothing showing on the radar screen. I was stunned." After the object hovered for about a minute as if it were wondering what to do next, it began to move. This time it changed direction and began climbing to the Northwest. Its movement completely ruled out the possibility of being a

balloon, because the prevailing wind was 8 or 9 knots from the Northwest. No balloon could travel against the wind.

Mr. Stevens noticed about this time that two 727 jets came into the area. One was from Eastern Airlines and the other was a Braniff International returning to San Antonio's airport with passengers aboard. Stevens radioed the Eastern pilot and asked if he could see the object from his position. The UFO was 4 miles away from him at this point. At first the pilot Jerry Noyes couldn't see anything, but then as he descended to 3,500 feet and turned onto his final approach course, suddenly he spotted it.

Noyes could see it clearly about 1,500 feet off his left wing. Noyes radioed back to Stevens and said, "It's huge. I don't know what the hell it is." As the Eastern pilot flew under it, the Braniff pilot came

—Continued on page 2



Eastern Airlines Pilot Capt. Jerry Noyes at the controls.

MID AIR DRAMA

Continued from Front Page

on the radio and said he was going to try and get a closer look at the object.

The Braniff pilot came across and flew above it. The two pilots had the object in a sandwich situation for a few seconds, when suddenly it began to accelerate downward at a tremendous speed—faster than any jet could ever begin to do.

The traffic controller, Jim Stevens, noticed that his radar had then picked up the object. Suddenly it disappeared from the screen. "It can't be explained as to why the radar should suddenly cease to get a return signal on the object. Radar will pick up anything flying—birds, balloons, meteorites, etc."

The controller continued to trace the object with his binoculars. It suddenly stopped moving. It hung in mid air for about a minute and then began a rapid descent. A red light started flashing on and off very quickly. It looked as though it were going to crash to the ground. But suddenly at 1,500 feet the light went out and then nothing. The object had vanished.

After landing, one of the pilots came up to the control tower and told Stevens that he couldn't believe what had happened. He knew it wasn't a plane or balloon. His description was that it was a huge, deep red ball which pulsed at irregular intervals.

Stevens agreed with the pilot and stated that with all his years of training

and experience he simply couldn't identify it. "The whole thing was totally baffling. I've never seen a UFO but I'm convinced that I've seen one now."

A San Antonio police patrolman, Wayne Davis, 44, was on duty when he received a call on his radio to go to the airport and investigate a UFO sighting. Patrolman Davis interviewed the two pilots, the controller, and the airport security guard. The reports were all identical and all four men were obviously shaken from the experience.

Due to FAA passenger regulations, the pilots could not go any closer to the object and even after all these months, the pilots still think back to the night of October 23 when on an ordinary flight missing this strange occurrence left them all in wonderment.

EXTRATERRESTRIAL VISITATION?

JOHN L. ACUFF, *President*

Due to the nature of UFOs, as described in the strongest reports, the theory of extraterrestrial origin would seem promising. What are the strong points of this theory? What are the weak points? A book length article could be written on the subject, but in "The UFO Investigator," we can only summarize for your comment.

A compilation of strong cases can lead to a composite UFO being formed. The UFO is usually disk-shaped with a dome or protrusion on top. It has maneuverability and speeds that cannot be matched by a product of our technology. It interacts with our instruments such as radar and cameras and, therefore, seems to be a solid object. Its movements are not random, it seems to move with purpose as though it were being controlled.

Using this data as a starting point and accepting the data as being accurate, one could start formulating a theory of origin. Could the UFO be a product of classified government (U.S.A. or Foreign) technology? This would be highly unlikely. In the history of scientific development and resulting technology, there has never been a "break-through" of the magnitude seen when comparing the UFO to conven-

tional aircraft. Even when comparing scientific advances of technological countries, we see a fairly prompt "catching up" with advances by competing countries. A more pragmatic reason for rejecting an origin for UFOs in classified government research is the difficulty in imagining any country having a craft with performance characteristics of a UFO and not using it as part of their weapon system.

A technologically advanced civilization has been theorized as being hidden here on, or in, planet Earth. This would seem highly unlikely since the probability for some other contact would be fairly high. This theory cannot be completely ruled out, but it seems weak.

The possibility of UFOs being a naturally occurring, but unidentified, atmospheric phenomena has been discussed. This is possible, but again would seem unlikely due to the solid nature of UFOs and what seems to be a purposeful maneuvering object.

If we rule out these theories of origin, it would seem that extraterrestrial origin would deserve consideration.

There is little remaining doubt that intelligent life exists elsewhere in the

universe, although it is doubtful that intelligent life (as we know it) could exist elsewhere in our solar system. Exobiologists theorize that within our galaxy there should be between 50,000–200,000 planets capable of supporting humanoid life. In addition to our galaxy, which contains over one billion "suns", there are about one billion other galaxies (which also should have a similar number of life supporting planets) known to make up our universe. Some are larger than ours and some are smaller. (See page 3—*New Galaxy Discovered*)

The probability that intelligent life exists elsewhere reaches infinite proportions. Then why not just accept the theory of UFOs having extraterrestrial origin? It's a long trip even from our nearest neighboring star.

The closest star to our star (Sun) is about 4.3 light years away. That distance doesn't sound like a very large number until you realize that a light year is the distance light can travel in a year's time and that light travels over 186,000 miles in one second. The distance over-

whelms the mind.

One way of understanding the distance

you could buy a ticket that would take you 1,000 miles away for the cost of one cent. For a little less than three cents, you could travel from Washington, D.C. to San Francisco. You could go to our Moon for less than \$300. A trip to our Sun would cost about \$96,000. But a trip to our nearest neighboring sun would cost \$260,000,000.

TRAVEL PROBLEMS

Since Einstein's theories tell us that the speed of light is as fast as anything can travel, extraterrestrial origins of UFOs presents a problem. How could "they" reach us? We could speculate that Einstein was wrong. A somewhat risky speculation since most of modern physics is based on his theories. However, we learn more each day and it would be "fool-hardy" to think that we now know everything there is to know. If the speed of light could be exceeded the time necessary for a trip would not be such a barrier.

If we are right in our evaluation of the laws of the universe, the proof of the theory that UFOs are of extraterrestrial origins would seem to lie in one of two areas, i.e., we are dealing with an intelligent civilization which (1) has learned to travel by a means other than accelerating a vehicle through normal space, or (2) has a life span far greater than ours which, combined with advanced technology, would make a round trip of 10-15 years seem relatively short in comparison to such a lengthy trip by someone with our average life span.

UFOS OBSERVED BY EIGHT POLICEMEN

During the early morning hours of Sunday, August 12, two New Hampshire policemen notified their headquarters of a saucer-shaped object flying just above a row of trees. The craft contained red, white, blue, and yellow lights and came within one hundred yards of the patrol car before turning on its side and retreating. It was an elliptical shape with a dome on top of it and about thirty to fifty feet in diameter, according to one officer.

Within thirty minutes the two patrolmen were joined by three more officers and a deputy. The six men then viewed two other objects several miles away flying in a triangle formation with a

GOLDEN LIGHT HOVERS NEAR NICAP HEADQUARTERS

On a clear moonlit night in July, 1974, Mr. David Walsh, 25, a photo journalist, witnessed a gold sphere of light which seemed to have a definite shape and had controlled mobility. Mr. Walsh claimed that the object was about 3-4 times brighter than any planet or star. The sighting occurred in a residential area near Kensington, Maryland.

The UFO was observed by the witness for 15 minutes. The sighting took place at 9:00 p.m. The object remained stationary for a time before disappearing at an incredible speed. The UFO left no visible trail or smoke. The brightness changed periodically during the sighting. There was no sound connected with the craft.

Two friends of the witness also viewed the object and their descriptions matched the report that Mr. Walsh had given to NICAP.

Mr. Walsh exclaimed, "it was unlike anything I've ever seen—bizarre and slightly frightening."

Mr. Walsh revealed to NICAP that he had seen the same object or something identical to it at his cousin's house in Gaithersburg, Maryland, on July 17th. This sighting was approximately 2-3 weeks after the first sighting: Gaithersburg is approximately 13 miles from Kensington.

This time, the object was much brighter and closer to the earth than the previous sighting.

closer saucer. Still a fourth flew independently out of the trees and over the heads of the lawmen.

Two additional police, who had been notified of the phenomenon, observed three flying, multi-colored objects from an unobstructed view in a shopping center lot. Other persons who had arrived to pick up Sunday morning newspapers for delivery also reported the sighting.

At one point during the viewing time several police car lights were flashed at the UFOs and the officers present noted that the objects appeared to signal in return.

NEW GALAXY DISCOVERED

Three international scientists working together in the Netherlands stated they have discovered a celestial object six times greater in size than any previously known in the universe. They had been working with Holland's Westerbork radio telescope which aided their discovery.

The astronomers, American Richard G. Strom, Canadian Anthony G. Willis, and Englishman Andrew Wilson, describe the object as a radio optical galaxy. Its length is 18 million light years and is located 1.8 billion light years from Earth.

The object was designated 3C 236 and is composed of an optical galaxy, i.e., a group of stars which emit visible light at the center with enormous radio components consisting of gas which spreads like a giant propeller.

Strom stated that the galaxy 3C 236 is larger than those which make up our Milky Way. It's large enough to appear bigger in the sky than a full moon if the eye could see it.

The gaseous radio components are composed mainly of protons and electrons which move at incredible speeds in a magnetic field.



MEMOS
FOR
MEMBERS

"THE UTAH UFO DISPLAY" by Dr. Frank Salisbury was offered to NICAP members in the July-74 issue of "The UFO Investigator." NICAP's shipment of books was scheduled for mid July by the publisher. The books have not yet been received by NICAP and the publisher informs us that the expected release date is now to be the last week in September.

Those members who have ordered "The Utah UFO Display" at the NICAP discount price of \$6.95 can expect to receive their copy by early October. Members who have not yet taken advantage of this special offer are encouraged to mail their checks to NICAP today.

NICAP has approximately 100 copies of "UFOs Interplanetary Visitors" by Raymond Fowler remaining in stock. This book can be shipped at once upon receipt of your order accompanied by your check for the NICAP discount price of \$7.90.

International Advisory

MYSTERIOUS FRAGMENT FOUND IN SWEDEN MAY BE FROM OUTER SPACE

Sixteen years ago in Stockholm, Sweden, two men were driving along a highway when their car engine died. Suddenly a UFO dropped from the sky and landed on the road in front of them. They reported that it covered the whole road and part of the ground on both sides; the object remained stationary for several minutes before rising and disappearing. Both men got out of the car to examine the landing site and found the air sultry and the grass trampled. Further investigation turned up a tiny metallic object which one of the men described as "very warm and heavy for its size—about twice as big as a matchbox. It was triangular-shaped and had smooth sides."

The object was turned over to a metallurgist who failed to identify it. From there it was sent to three different labs in Sweden where it was tested without any conclusive results. After baffling scientific experts for years, a small piece of the metal was sent to the U.S. for study.

Preliminary tests, according to Dr. James Harder, professor of engineering at Berkeley, have shown that "there's a better than even chance that the metal is extraterrestrial. The composition isn't strange to us—we're familiar with all of its elements. But its density is extremely unusual. It's an extremely hard substance—the only thing known to us which would be harder would be diamonds."

The substance is now undergoing tests which could determine whether or not the fragment came from outer space.

FRENCH MINISTRY OF DEFENSE BAFFLED BY SIGHTING

For the first time ever the French police have confirmed a UFO sighting in the central part of the country which occurred several months ago. The chief of the Ouzoues-sur-Loire Gendarmerie,

SIGHTING ADVISORY

Preliminary information on new reports. Details and evaluations will be published when available.

July 16, 1974 — Nova Scotia. Mr. Ernest Bugley, his wife, and two other witnesses, observed 4 objects, which were extremely bright, hover and dart over the Amherst marshes. "There were 3 blue ones and a red one," claimed Mrs. Bugley. "The red one stayed higher in the air but the blue ones would spin around, swirl down toward the ground and then go back up." The entire sighting lasted over an hour. Then the UFOs seemed to drift off and disappear.

July 4 — Olney, MD. Bonnie Abigail reported to NICAP that on this clear day at approximately 8:30 PM she had just gotten into her car when she felt compelled to get back out and look up into the sky. As she did, she viewed a gray metallic craft moving slowly over nearby trees and making an extremely loud whipping sound, similar to a high wind. She ran to get her family from a nearby house, but by the time all reappeared, the object had become only a small dot in the atmosphere.

June 21 — Peru, IN. Mrs. Robert Quick was on a sundeck about 1:00 AM checking for weather damage from a recent storm when she noticed a bright light which hovered and then moved quickly across the sky, making no noise. The sheriff's department was notified and a state trooper reported following the object, but he was unable to determine what it was. Grissom AFB was also alerted but did not report anything unusual on this night.

Henri Gauthier, made the announcement to American newspapers stating, "I've never seen anything like it in my thirty years on the force."

He reported that two ladies came into the police station urging that officers come outside to witness strange phenomena in the sky. Outside they viewed flashing lights moving slowly toward the southeast in absolute silence. There were three red lights and one brilliant white light. The policemen watched for ten minutes when the lights finally disappeared into the trees.

M. Gauthier remarked, "They were moving much slower than an airplane and could not have been a helicopter." Another witness, who viewed the UFO from her home, independent of the others, spoke of her experience, "It was only sixty to ninety feet above me, oval-shaped, about sixteen feet long and eight feet wide. It was eerie." An official spokesman for the Ministry of Defense made the following statement, "This is a very positive sighting. We're studying the report carefully. It is the first time the gendarmes (police) have actually sighted a

UFO." He further emphasized that the credibility and reliability of Chief Gauthier added increased importance.

AUSTRALIAN SIGHTINGS CONTINUE

Two high school boys finishing their nightly milk deliveries in Murray Bridge, Australia, were among the latest witnesses to add their experiences with a UFO several weeks ago. They spotted an object which had a large light shining from it which rotated. The boys watched it streak silently along the sky before it vanished. "I couldn't tell for sure what it was, but it was certainly travelling much too fast for a plane and it did not have a tail light as planes do—it was just one huge orange light," said the older boy.

Several days earlier (April 18, 1974), a Coonabarabran man and two sixteen year olds were fishing when they noticed an object flying toward them. The man summoned police and told them that the object resembled a large luminous letter H with bars across the center. It was silent. The three witnesses watched the UFO for several minutes before it swooped out of sight.

International Advisory

MYSTERIOUS FRAGMENT FOUND IN SWEDEN MAY BE FROM OUTER SPACE

Sixteen years ago in Stockholm, Sweden, two men were driving along a highway when their car engine died. Suddenly a UFO dropped from the sky and landed on the road in front of them. They reported that it covered the whole road and part of the ground on both sides; the object remained stationary for several minutes before rising and disappearing. Both men got out of the car to examine the landing site and found the air sultry and the grass trampled. Further investigation turned up a tiny metallic object which one of the men described as "very warm and heavy for its size—about twice as big as a matchbox. It was triangular-shaped and had smooth sides."

The object was turned over to a metallurgist who failed to identify it. From there it was sent to three different labs in Sweden where it was tested without any conclusive results. After baffling scientific experts for years, a small piece of the metal was sent to the U.S. for study.

Preliminary tests, according to Dr. James Harder, professor of engineering at Berkeley, have shown that "there's a better than even chance that the metal is extraterrestrial. The composition isn't strange to us—we're familiar with all of its elements. But its density is extremely unusual. It's an extremely hard substance—the only thing known to us which would be harder would be diamonds."

The substance is now undergoing tests which could determine whether or not the fragment came from outer space.

FRENCH MINISTRY OF DEFENSE BAFFLED BY SIGHTING

For the first time ever the French police have confirmed a UFO sighting in the central part of the country which occurred several months ago. The chief of the Ouzoues-sur-Loire Gendarmerie,

SIGHTING ADVISORY

Preliminary information on new reports. Details and evaluations will be published when available.

July 16, 1974 — Nova Scotia. Mr. Ernest Bugley, his wife, and two other witnesses observed 4 objects, which were extremely bright, hover and dart over the Amherst marshes. "There were 3 blue ones and a red one," claimed Mrs. Bugley. "The red one stayed higher in the air but the blue ones would spin around, swirl down toward the ground and then go back up." The entire sighting lasted over an hour. Then the UFO seemed to drift off and disappear.

July 4 — Olney, MD. Bonnie Abigail reported to NICAP that on this clear day approximately 8:30 PM she had just gotten into her car when she felt compelled to get back out and look up into the sky. As she did, she viewed a gray metallic craft moving slowly over nearby trees and making an extremely loud whipping sound, similar to high wind. She ran to get her family from a nearby house, but by the time she reappeared, the object had become only a small dot in the atmosphere.

June 21 — Peru, IN. Mrs. Robert Quick was on a sundeck about 1:00 AM checking for weather damage from a recent storm when she noticed a bright light which hovered and then moved quickly across the sky, making no noise. The sheriff's department was notified and a state trooper reported following the object, but he was unable to determine what it was. Grissom AFB was also alerted but did not report anything unusual on this night.

Henri Gauthier, made the announcement to American newspapers stating, "I've never seen anything like it in my thirty years on the force."

He reported that two ladies came into the police station urging that officers come outside to witness strange phenomena in the sky. Outside they viewed flashing lights moving slowly toward the southeast in absolute silence. There were three red lights and one brilliant white light. The policemen watched for ten minutes when the lights finally disappeared into the trees.

M. Gauthier remarked, "They were moving much slower than an airplane and could not have been a helicopter." Another witness, who viewed the UFO from her home, independent of the others, spoke of her experience, "It was only sixty to ninety feet above me, oval-shaped, about sixteen feet long and eight feet wide. It was eerie." An official spokesman for the Ministry of Defense made the following statement, "This is a very positive sighting. We're studying the report carefully. It is the first time the gendarmes (police) have actually sighted a

UFO." He further emphasized that the credibility and reliability of Ch. Gauthier added increased importance.

AUSTRALIAN SIGHTINGS CONTINUED

Two high school boys finishing their nightly milk deliveries in Murray Bridge, Australia, were among the latest witnesses to add their experiences with a UFO several weeks ago. They spotted an object which had a large light shining from which rotated. The boys watched the streak silently along the sky before it vanished. "I couldn't tell for sure what it was, but it was certainly travelling much too fast for a plane and it did not have a tail light as planes do—it was just a huge orange light," said the older boy.

Several days earlier (April 18, 1974) Coonabarabran man and two sixteen-year-olds were fishing when they noticed an object flying toward them. The man summoned police and told them that the object resembled a large luminous letter 'H' with bars across the center. It was silent. The three witnesses watched the UFO for several minutes before it swooped out of sight.

WASHINGTON POST 25 OCTOBER 1978, Pg 18

3-Day Search Fails to Find Plane Reporting UFO Chase

MELBOURNE (AP)—Three days of intensive air, sea and land search have turned up no trace of a young pilot and flying saucer enthusiast who disappeared with his plane after radioing he was being chased by a UFO, the Department of Transport said today.

The Australian air force said it had received 11

the Soviet Union were doing their utmost to conclude a SALT treaty.

reports of UFO sightings from people along the coast of Bass Strait where the plane disappeared Saturday night.

The pilot, Frederick Valentich, 20, was on a 125-mile training flight when he told air traffic controllers in Melbourne he was being buzzed by a UFO with four bright lights about 1,000 feet above him.

An oil slick was sighted in the area and tests are being made to see if it contains aviation fuel. Results are not expected until Wednesday.

11/2/73

TO: Captain Ted Wilbur, USN

Ted--

It was great having the chance to get to know you yesterday... here's the UFO information you're interested in... next time we meet, maybe we might talk about airships as competitors to the Sea Control Ship for dispersal of forces, etc.

Best wishes,



J. Gordon Vaeth

763-5166
(Office Phone)

Enclosure

J. Gordon Vaeth

(b) (6)



200 MILES UP

PROJECT SKYHOOK—UPPER AIR RESEARCH

113

large, strange-looking, ice-cream cone shaped, airborne object moving at 195 miles per hour can be a balloon. This disbelief is accentuated if the balloon happens to be drifting with a high altitude wind which is opposite in direction to the wind at ground or observer level.

Some "flying saucer" reports have been positively established as Skyhook sightings. A typical example occurred in 1947 when one of the first Skyhooks floated over a large city and entered an area of calm at about 95,000 feet. The result was that the balloon remained over that city for several hours, causing some confusion among its populace, who were no little concerned about the nature of this strange unidentified object. This concern deepened considerably at nightfall. Although the ground level was dark, it was still light at 95,000 feet, and the balloon continued to shine and reflect the sun's light. As it became later, darkness fully enveloped the city and the sun began to set at the balloon's altitude. The rays from the setting sun caused the balloon to turn red in color. The excitement which ensued in the city as observers watched this unknown red object overhead in the sky can be imagined. Finally, with the advent of total darkness, the balloon was no longer visible, and eventually it drifted away. From such instances, "flying saucer" stories are born!

From this and other instances, balloon personnel had come more or less to the conclusion that their Skyhooks were the primary source of "saucer" sightings. They, accordingly, placed little stock in these reported sightings; that is to say, they took little stock in them until April 24, 1949!

On that date, a balloon crew was at the White Sands Proving Ground in New Mexico together with personnel from the U. S. Navy Special Devices Center for a special Skyhook flight to be undertaken for that Office of Naval Research activity. The author was present as Navy representative in charge of the ground handling and balloon phases of the operation.

As part of this particular project, a balloon launching site had been established 3 miles north of Arrey, New Mexico. Charles B. Moore, Jr., an aerologist, graduate engineer, and balloonist, and four enlisted personnel from the Navy Unit, White Sands Proving Ground, had set up facilities there to observe and record local



Photo General Mills
type research balloon

se ground. Ob-
speeds at which
ides have been
ceive of a bal-
believe that a

weather data preparatory to the Special Devices Center Skyhook operation. Instrumentation on hand consisted of a stop watch and a ML-47 (David White) theodolite, a tracking instrument consisting of a 25-power telescope so mounted as to provide readings of vertical (elevation) and horizontal (azimuth) bearings.

At 10:20 A.M. on April 24th, this group of five released a small 350-gram weather balloon for observation of upper wind velocities and directions. The balloon was followed by Moore with the theodolite until immediately after the 10:30 reading, when he relinquished the tracking instrument to look up to find the balloon with the naked eye.

Searching the sky for the balloon, he thought he had found it when he saw a whitish spherical object right along the direction the theodolite was pointed (45° elevation and 210° azimuth). The object was moving east at a rate of 5° of azimuth change per second.

When the difference in angle between the theodolite and the supposed balloon became apparent, Moore took over the theodolite and found the true balloon still there, whereupon he immediately abandoned it and picked up the unidentified object as it came out of the sun. At the time, the sun was at a computed bearing of 60° elevation and 127° azimuth. The object was moving too fast to be kept in the scope through cranking the theodolite around; one of the men, therefore, had to point the theodolite while Moore observed the object through the telescope.

The object was an ellipsoid about $2\frac{1}{2}$ times as long as it was wide. It had a length of about .02° subtended angle and was gleaming white in color. It did not have metallic or reflected shine. Toward the underside near the tail, the gleaming white became a light yellow.

The object, readily visible to the naked eye and seen by all the members of the group, filled the field of the theodolite's 25-power scope. Its rapid movement, unfortunately, prevented Moore from obtaining a hard or clear focus, and no good detail was observable.

The azimuth angle decreased as the object continued on a north heading (it originally came out of the southwest). Becoming smaller in size, it moved to an azimuth reading of 20° to 25°,

at which
this co
from 2
sight.

to Moo

Fift
up and
balloon
only 13
positive
ing at s

The
haze. I
isolated
extreme
the sig
nearby
object.

As t
balloon
by app
day wh
tified o

Moo
ing inst
at the
authent

The
any des
subject.
been in
sighting
descript
object h
been p
operatic

The
the uni

at which point the azimuth held constant. Coincidentally with this constant azimuth, the elevation angle suddenly increased from 25° minimum to 29°, at which point the object was lost to sight. It disappeared in a sharp climb after having been visible to Moore and his group for about 60 seconds.

Fifteen minutes after the object had disappeared, Moore sent up another pibal weather balloon to check wind values. This balloon burst after an 88-minute flight to 93,000 feet and traveled only 13 miles in a southerly direction during that time. This was positive proof that the object could not have been a balloon moving at such angular speed below 90,000 feet.

The object was seen under conditions of a cloudless sky and no haze. It left no vapor trail or exhaust. It was observed from an isolated mud flat in the New Mexico desert where there was extreme quiet; no noise of any kind was heard in connection with the sighting, and there were no cars, airplanes, or other noises nearby which might have blotted out sound coming from the object.

As the day progressed and airplanes flew over and near the balloon launching site, Moore's group was able to identify them by appearance and engine noise. They saw nothing again that day which bore any resemblance to the white, elliptical, unidentified object.

Moore's sighting was an extremely fortunate one in that tracking instrumentation was set up and a weather balloon airborne at the time. It represents one of the best substantiated and authentic unidentified object sightings on record.

The foregoing discussion of "flying saucers" does not represent any desire by the author to become involved in this controversial subject. The saucers have been mentioned because there has been in a number of cases a close relationship between reported sightings and the flight trajectories of Skyhook balloons. The description of Moore's instrumented sighting of an unidentified object has been included because it is authentic, details have not been previously published, and it occurred during a Skyhook operation.

The author, and indeed Moore himself, make no claim that the unidentified object was a "flying saucer." The details have

been set forth and should be evaluated by each reader for himself. ↴

Skyhook balloons have revolutionized balloon soundings by increasing pay loads at 100,000 feet from ounces to hundreds of pounds. They have combined this load-carrying ability with long endurance, low gas diffusion, minimum superheat, and light weight; these result in performance characteristics which ideally suit them for the carrying of recoverable research equipment. They have been used for a wide variety of physical science and meteorological purposes and have been utilized on land and aboard ships at sea. Polyethylene balloons of the Skyhook type represent a reliable vehicle which has been proved over and over again in repeated tests.

THE saw altitude Mexico a height miles. will be.

Altho search c inally es 1945, its America consiste signed a

The wartime plans we Sands, v enable t recovere became rocket-s operatio of upper have be board, b the upper

The research is an A intermed and upp